

Hongkong Daily Press.

THE
DIRECTORY & CHRONICLE
FOR 1906.

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Hongkong, 9th June, 1906.

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Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
in order that they may be published. After that
date the Editor will not be responsible for the return
of any communication. Only communications of good faith
will be published. The Editor's address is—
P.O. Box, 33, Telephone No. 12.

BIRTH.
On June 13th, at Marion, The Peak, Mrs. E.
JONES HUGHES, a daughter.
HONGKONG OFFICE: 10A, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 14TH, 1906.

WHETHER the British Government could
not wisely have taken a less uncompromising
stand with regard to the disputed boundary
between Turkey and Egypt in the Sinaitic
peninsula seems certainly open to discussion.
While undoubtedly, according to the strict
interpretation of the understanding between
Turkey and Great Britain, Turkey had no
leg to stand on, the question resolved itself
into the simple enquiry whether Great
Britain could not, while maintaining that
this was not a matter admitting of debate,
have compensated for the seemingly infinitesimal
loss of prestige on the part of Egypt which
was apparently the chief ground of dispute.
All three sides concerned in the dispute
seem to have coincided in one view, and
that was as to the utter uselessness of the
ground in dispute. In the actual present
it matters little whether Tabah and the
seven miles in question are Turkish or
Egyptian territory, for under existing
conditions the peninsula of Sinai has sunk
through neglect almost to the position of a
no-man's land. Formerly this very pen-
insula was considered so valuable an asset
that for long it was a bone of contention
between the two great civilisations on the
banks of the Nile and the Euphrates re-
spectively; and long after its final passing
into Egyptian hands the rulers of that
country found it profitable to maintain
there a large military garrison to protect
their very material interests. This impor-
tance was brought about not only from the
occurrence of very valuable copper mines,

in an age of bronze a matter almost
of existence to Egypt, but that in addition
through this now desolate peninsula passed
the great trade routes that connected Egypt
with the other civilised states of the early
world. Time has its revenges, and in
nothing is this more plainly exhibited than
in the gradual return during the last cen-
tury of trade to its primeval routes. Two
main causes have of course been instrumen-
tal in bringing this about, the growth of the
British Empire in India, and its corollary,
the opening of the Suez Canal. A third
factor, the opening of the new century for the
first time becoming of first rate importance
is, of course, the opening up to commerce
of Africa.

Fifteen years ago the construction of a
direct line of communication between Cape
Town in the south and Cairo in the north
of Africa was only a dream of the fertile
brain of the late Cecil Rhodes; already it
has been taken up as a practical project by
keen men of business, and is making daily
rapid strides towards completion. British
influence at the moment is paramount in
Egypt, and a railway to Cape Town from
Cairo would not be complete without its
natural concomitant of another from Cairo
to Karachi. So long ago as the 'thirties of
the last century a scheme was in high
favour for making a line of railway from
the Mediterranean to the valley of the
Euphrates, and thence to India. Politically
the time was not ripe, and afterwards the
construction of the Suez Canal seemed to
meet all possible requirements. Now the
success of the Canal only serves to emphasize
the need of something more rapid. The
commercial instinct too which leads on the
European peoples to continually improve
their methods of communication finds at
somewhat similar instinct amongst the
Mohammedan peoples which finds its
expression in the annual pilgrimage to the
holy spots in Arabia. Turkey as the lead-
ing state of orthodox Mohammedanism is
just now striving to meet this wandering
instinct of its own people by the construction
of a line of railway to the Hedjaz from Syria,
and as this must needs pass by Ma'an this
petty town has recently assumed in the eyes
of the SULTAN an importance it never before
possessed. There is little doubt that this
was one, if not the principle reason that led
to the SULTAN taking a new interest in the
Sinaitic peninsula. Now it might very well
be that this same insignificant town of Ma'an
might also have some interest in our own
eyes as a necessary link in any scheme of
direct intercourse between Egypt and India.

Historically Ma'an is one of the most ancient
spots on the face of the earth. According
to many authorities its civilisation was
an antecedent to that of Egypt herself, but its
importance then as now was altogether
dependent on its position which made it the
necessary meeting place for all traffic, not
only from Mesopotamia to the eastern
littoral of the Red Sea and the fertile lands
of Yemen, but for all communication
between Egypt and ancient Elam. It com-
manded, in fact, the two great trade routes
of the ancient world, and the effects of the
ancient Minnean civilisation, which there is
good reason to believe were mainly centred
in this district, have not yet died out even
in Europe itself. Now the oldest trade route
of which we have any evidence actually
passed from Ma'an through the Wadi
Sirhan and Shomer to the coast of the
Persian Gulf, which it crossed to Elam,
the ancient Susiana. There is very little doubt
that it was along this road that bronze, and
with it its first civilisation, was introduced
to Egypt.

Ma'an is in fact the key to Central Arabia,
and Central Arabia is the key to overland
traffic between Egypt and India. There
is such a compromise as would have in
return for minor concessions in the region
of Akaba, enabled Great Britain to make
common cause with the SULTAN in gaining
unimpeded access to Ma'an on the borders
of Arabia proper. Unfortunately while
British explorers of late years have traversed
every other portion of the habitable globe,
Central Arabia, which owing to its inter-
mediate position between Egypt and India,
and which moreover affords the most
practicable line for a railway which would
bind together such distant parts of the
Empire as India and Cape Colony, has been
entirely neglected. Explorations have
indeed been made in Yemen and Hadramaut,
but Central Arabia, one of the most interest-
ing countries, archaeologically, historically,
geologically, as well as socially and politi-
cally, has been left entirely in the cold since
it was traversed by PALGRAVE nearly half
a century ago. Yet it is by no means the
barren and forbidding country that it is
popularly assumed to be. Looked at on

the map the absence of rivers lends to the
natural conclusion that it is parched and
desert land; the observations of PALGRAVE
rather point to its being a well-watered and
fertile region, subject to no great extremes
of temperature, and fairly wooded; the
absence of rivers being explained by the
porous nature of the tertiary limestones of
which the central ranges are composed, and
the comparative mildness of the climate by
the elevation of these ranges which leaves
them exposed to the periodical winds com-
mon to the latitude whether blowing north
or south. Great Britain has already
through the coast at Kuwait, which it has
successfully prevented from falling under the
benumbing influence of Turkish misrule, a
considerable amount of trade with these up-
lands, which alone would justify its taking
some further interest in them. This, how-
ever, is not the main object of seeking
further enlightenment, but rather their
importance as an intermediate link. To a
statesman like Sir EDWARD GREY, whose
experience in world-wide politics has been
gained in the practical school of leading
the affairs of one of Britain's most important
railways, these considerations would doubt-
less carry great weight, if once the matter
were brought before his notice; but curiously
the geographical authorities, while eagerly
advancing exploration in nearly every other
direction, seem to have passed over this.

The French flotilla of torpedo destroyers has
left Shanghai to engage in exercises in the
open sea.

The English fleet, according to the *Echo de
China*, will visit the four Russian ports of the
Baltic this summer.

On Tuesday morning a robbery was committed
at the residence of Mr. G. N. Nolan, at 155,
Wanchai Road. A silver tea set was taken
from a sideboard.

It is reported in the *Shipping Gazette* that a
Belgian Company is being formed for the
establishment of a regular steamboat service
between Antwerp and the Far Eastern ports.

The proposal to train soldiers as chauffeurs
is receiving considerable support, and it is like-
ly that a class will be formed in the Three
Towns at an early date.

There were ten plague cases yesterday,
of which nine were fatal. The remaining case
was a Portuguese. The number to date is
77; this is about 630 more than on the
corresponding date last year.

An elderly Japanese, who on Tuesday night
attempted to alight from an electric tram
whilst it was in motion in Queen's Road, fell to
the ground with such violence that he had to
be removed to the hospital in a serious con-
dition.

It is stated in artillery circles that the new
18-pounder Q. F. gun is rendered unduly com-
plicated in action. The shield attached to the
gun for the protection of the gunners catches
the sunlight and acts as a mirror, due to the
flat, unbroken surface of the shield. The War
Office have expressed a desire for officers to
watch and report upon this defect. The shield is
of steel, strengthened by wooden slats, and con-
sists of two parts, upper and lower. The upper
shield is attached to the axle-tree by supporting
brackets, and to the trail by a hinge, with bolts;
the lower portion is hinged to the upper, and
hangs vertically during firing.

Among the ladies assisting the survivors of
the San Francisco earthquake is Miss Jeannette
Baldwin, a granddaughter of the author of the
"Star-Spangled Banner." That song was
written in circumstances little less exciting
than the occasion which has brought Miss Bald-
win into prominence. Francis Scott Key, its
author, was a prisoner of one of the British
ships by which Baltimore was bombarded in
1814, and, seeing the flag of the city still flying
over Fort M'Henry in the morning, he was
inspired to the composition of his famous song.
When he was permitted to go ashore he read
his verses to one Ferdinand Durang, who, on
seeing an old volume of music, sought out
a piece called "Anacron in Heaven." This he
sang, and the song was adopted by the United
States, and became a sort of national anthem.

The Admiralty have had under their con-
sideration the desirability of simplifying the
arrangements under which payment is made for
spirit not taken up by temperance men or with-
held from boys and men under 20 years of age.
With this object they have decided, in lieu of
the present system of paying for spirit on the
savings voucher and entering the transaction
in the mess books, to make trial of an arrange-
ment under which the value of spirit savings
to be credited on the ship's ledger as gross
money, so that each individual will receive the
amount due to him with his ordinary pay.
Every person who does not receive the spirit
ration in kind or who does not take up one of
the authorized substitutes is to be marked "C"
on the ship's ledger and in the mess book.
Changes in the list of temperance men will
be made monthly, and men will
be required to give notice of their intention
to change either to or from "temperance" in the
month. The revised regulations do not
apply to officers, in whose cases the present
system of payment is to be maintained.

TELEGRAMS.

[BROTHER'S SERVICE.]

THE NATIVE TROUBLE IN NATAL.

LONDON, June 10th.

Colonel MacKenzie has partly succeeded
in surrounding the rebels in Mome valley.
During the fighting the important chief,
Mellokzulu, and 350 others were killed,
and the Captain of the Transvaal con-
tingent and a Natalian officer were killed
and 8 whites wounded.

The Natal Government has raised 200
more troops in Natal, and 500 in Cape Town.
There are now 5,400 whites in the field.

THE BRITISH NAVY.

LONDON, June 10th.

The *Telegraph* states that the Government
has decided to abandon one of the proposed
two *Dreadnoughts* to be commenced in 1906
according to the programme inherited from
their predecessors. The Navy Estimates for
1907 show a further decrease.

THE BRITISH ARMY.

LONDON, June 10th.

The *Standard* states that Mr. Haldane
has decided to eliminate 10,000 inefficient
from the infantry and to reduce the Royal
Artillery by 48 batteries; increasing how-
ever the auxiliary batteries.

GERMAN SOUTH WEST AFRICA.

LONDON, June 11th.

The German troops have lost two officers,
eight troopers, and ten troopers wounded in
routing 250 rebel Hottentots.

THE DEATH OF MR. SEIDON.

LONDON, June 11th.

At home and in the Colonies, Mr.
Seidon's death has everywhere evoked the
warmest tributes and deep regret at the
great loss sustained by the Empire.

LAWN BOWLS.

The rink competition which has been
proceeding on the green of the Civil Service
Club at Happy Valley was brought to a close
last night when the rinks skipped by Mr.
McLvor and Mr. Fenton met in the final. The
latter was beaten by 21 shots to 8, the winning
quartette, Messrs R. Duncan, C. W. Brett, W.
Gast and McLvor, afterwards receiving their
badges.

THE CHINESE COMMISSIONERS.

LUNGBUN BY THE PREMIER.
The Prime Minister gave a luncheon at 40,
Downing-street, on May 11th in honour of the
Imperial Chinese Commissioners. The guests
were His Imperial Highness the Duke Tsai Tse,
his Excellency Shang Chi, his Excellency Li
Sheng To, his Excellency Wang Tsai Heich
(Chinese Minister), Mr. Tsing Lung, Capt.
Chen, Mr. C. Y. Ter, Mr. Ivan Chen, the Consul-
General of the Exchequer, Mr. E. W. Brown,
Mr. Francis Campbell, C.B., Mr. Winston
Churchill, Lord Fitzmaurice, Sir Charles Har-
dingle, Sir George Murray, Sir Arthur Nicolson,
Lord Ripon, Lord Tweedmouth, Mr. Morley,
Mr. P. Sir John Fisher, Sir John Jordan, Mr.
Norman Lamont, M.P., and Mr. Arthur
Ponsonby. The Chinese visitors were clad in
gorgeous costumes.

"WE NEVER SLEEP!"

Pinkerton's motto may shortly be legitimately
appropriated by the majority of Wall-street
operators, it appears. According to a New
York correspondent, the extraordinary success
of the Day and Night Bank has already excited
the emulation of other banking establishments,
so that many offices are now kept open till
two or four in the morning. Night transactions
are getting the upper hand in New York more
and more. As people leave the theatre or the
restaurants where they have dined ballets
inviting to all sorts of exultations are thrust
into their hands, and any number of New
Yorkers are to be found who consider it a
glorious sensation "to do business while other
folks are asleep." As a matter of fact, Broadway
shows more signs of life at present at 11 p.m.
than at four o'clock in the afternoon, and
thousands of dollars worth of securities are
dealt in then in the hotels, at the bars and in
the cafes. Most stockbrokers after working all
day in their offices, go to the Waldorf-Astoria
or the St. Regis Hotel at night, when they
often do more business in a few hours than they
have done during the entire day. Broadway is
lit by electric light at full power and resounds
with the din of business at two o'clock in the
morning. In many of the restaurants the
waiters are still on duty at 11 p.m. and the
telephone and hair-dressers never close their
doors at all. The demand for night workers is
on the increase, because business is now never
suspended.

DREDGING THE TUNG-TING LAKE.

At the request of the British Charge
d'Affaires in Peking, the Water-pu wires
the Viceroy Chang Chi-tung and the Governor
Pang Hing-shu of Hunan with references to
the unsatisfactory state of the Tung-ting Lake
which has become so shallow in recent years
that navigation from Hachow to Changsha and
beyond by steam launches is greatly interfered
with. Their Excellencies Chang and Pang
have been advised to send on some reliable
officials to make a thorough investigation of
the lake and the state of the water so that
modern steam dredgers may be purchased by
them for dredging purposes with a view of
facilitating navigation between Hupai and
Hunan. In reply their Excellencies Chang
and Pang state that they have issued instruc-
tions to all the Magistrates and officials along
the two embankments of the Tung-ting Lake
to each submit a detailed report about its
present condition so that action may be taken
to improve it without further delay. But to
do so it involves great expenses which cannot
be provided by the two Hu Provinces on
account of the empty condition of their
respective provincial treasuries, so that any
funds must be afforded by the Board of Revenue
in Peking if the Lake is to be really improved
or dredged in future.—*Hankow Daily News*.

CANTON.

[FROM OUR CORRESPONDENT.]

June 13th.

THE YUE-TSUN RAILWAY.

Owing to the disagreement that still continues
between Viceroy Shum and the gentry and
merchants the present situation of the Canton-
Hankow Railway scheme is far from satis-
factory, and is causing great anxiety both to
the people and to Viceroy Chang Chi-tung,
who is very anxious to see the line started at
once. It is reported that H. E. Chang Chi-
tung has secretly deputed Tsoai Chan Sui
kwei to make enquiries regarding the causes of
the misunderstanding so as to devise means to
straighten matters and proceed forthwith with
the construction of the line.

KILLED BY LIGHTNING.

During the heavy thunderstorm that swept
across Canton a couple of days ago several
houses are reported to have collapsed and two
men were struck by lightning and killed on-
right. The victims were a barber and his
client.

MISTAKEN SEIZURE.

Last year at the request of Viceroy Shum all
the so-called Japanese coffee shops were ordered
to close their business by the Japanese Consul
General at Hongkong. Some of the shops
were subsequently seized by the Viceroy as
they were owned by Chinese subjects. One
of the houses seized belonged, however, to a
Hongkong shipping firm and representations
were recently made through H. B. M. Consul-
General, who claimed the return of the house.
The Viceroy being satisfied that the titles were
in order has instructed the Nam-Hoi to release
the house.

A BORED GOVERNMENT.

Viceroy Shum has again sent a very strong
memorial to the Throne against ex-Viceroy Hai
Ying-kwai and the merchants and gentry of
Canton. The memorial is said to be very
strongly worded, but its contents have not been
divulged so far. The gentry and the Viceroy
are accusing each other with obstructing the
prompt construction of the line. It is said that
the Central Government is "bored" by these
continuous complaints from both sides.

THE SINKING SHIP.

At least four Tataria, protégés of the
Viceroy, have resigned and returned to their
native places.

ALLEGED POLICE DISHONESTY.

The Canton Superintendent of Police now
shifts his men about a general change of posts
every fortnight. This is in consequence of
numerous complaints of "squeeze."

THE ROYAL HONGKONG GOLF
CLUB.

The monthly competition for the Robertson
Forewell Cup was held at Happy Valley on the
8th to 11th June. The following returns were
landed in out of an entry of 30—

ROBERTSON FOREWELL CUP.			
1 Mr. A. Gittins	82	5	77
Mr. E. J. Grist	85	5	80
Mr. C. P. H. Beavis	83	5	81
Mr. C. W. May	86	5	81
Mr. M. A. Murray	86	5	83
Mr. T. S. Forrest	80	4	84
Mr. C. M. G. Burnie	82	4	84
Mr. E. W. Murray	89	15	84
Mr. C. P. Foster	89	15	84
Mr. E. W. Murray	89	15	84
Mr. L. Evans	100	15	85
Mr. C. G. Gray	98	12	86
Mr. J. Clark	83	1	87
Mr. G. G. S. Forsyth	114	15	89
Mr. W. C. D. Turner	102	11	91

POOL.

2 Mr. J. Clark	89	1	79
Mr. F. R. Barry, R.N.	89	ser.	80
Mr. E. J. Grist	85	5	80
Mr. M. A. Murray	84	3	81
Mr. C. W. May	86	5	81
Mr. T. S. Forrest	80	4	84
Mr. C. M. G. Burnie	82	4	84
Mr. C. B. Down	97	7	90

SHIPPING IN INDO-CHINA.

A statement of the commercial shipping in
Indo-China during 1905 shows that there has
been a decrease compared with the previous
year. The arrivals were—

Flags	Number	Ton.	Number	Ton.
French	274	698,178	213	507,508
German	162	206,915	183	224,827
English	141	234,277	197	242,919
Norwegian	58	61,630	65	84,482
American	49	50,288	52	69,499
Italian	2	2,635	—	—
Dutch	9	70,373	—	—
Russian	1	2,632	2	3,477
Lauchochin	11	46,185	—	—
Junks Chin.	1	139	2	215
Junks Annam	958	26,581,162	30,136	—
Junks Annam	51	684	24	121

Total. 1,708 1,389,758 2,446 1,338,565
Although the ships carrying the French flag
were fewer in number than in 1904 they
represented a greater tonnage; the increase
being 51,193 tons.

The departures were—

Flags	Number	Ton.	Number	Ton.
French	244	704,883	279	429,582
English	143	214,486	194	421,325
German	158	196,843	187	212,825
Norwegian	60	63,969	68	88,350
American	39	49,267	51	69,346
Swedish	39	—	—	6,840
Dutch	2	1,397	2	3,477
Italian	2	3,014	—	—
Japanese	1	321	1	1,968
Austrian	—	—	—	—
Russian	10	44,785	—	—
Danish	8	10,344	—	—
Junks Chin.	623	17,580,137	22,939	—
Junks Annam	110	855	85	377

Totals. 1,440 1,384,875 2,090 1,257,040
The decrease is 850 vessels, but the tonnage
again shows an advance.

POLICE COURT.

Wednesday, June 13th.

BEFORE MR. F. A. HAZELAND (FIRST
POLICE MAGISTRATE).

UNLICENSED LETTER CARRIER.

Win Lok, a salesman, was charged with
bringing mail matter into the Colony from the
interior of China without the permission of the
Postmaster General. He pleaded guilty, and
Mr. Lewis, who appeared on behalf of the
Postmaster General, said defendant had carried
on the practice for a considerable time. Fined
\$25.

AN ARTFUL TRICK.

P. C. Edwards charged the mistress of a
fishing boat with using her boat for other pur-
poses than fishing. A quantity of coal was
found on board, and this she declared had been
dredged from the sea. It was stated that she
had poured water over the coal. A fine of \$25
was imposed.

EXCESS PASSING.

The master of a coolie junk was fined \$10 for
carrying 15 coolies in excess of the number
allowed by his licence.

AN INTERESTING CHARGE.

Chief Detective Hanson prosecuted two
Chinese for having enticed a number of coolies
into the Colony for the purpose of emigration.
Mr. C. F. Dixon represented the defendants,
who pleaded not guilty.

Inspector Hanson informed the Court that in
consequence of a complaint made to the
Registrar General that a number of coolies, 290,
had been brought to the Colony by misrepre-
sentation, the police had made investigations.
They found several men who alleged that they
had been brought here to go to Peru but on
arrival here they heard they were to be sent to
Samoa. Three of the men were kept to give
evidence and the rest sent home.

One of the coolies called as a witness said he
was a native of a village in the Hsuangshan
district and last month a poster appeared in the
village stating that men were wanted to go to
Peru. The documents which he produced as
being handed to him showed that he was to be
sent to Samoa and that there was no suggestion
of Peru.

BEFORE MR. C. D. MELBOURNE (SECOND
POLICE MAGISTRATE).

TROUBLE WITH SERVANTS.

Inspector Dymond, of Mount Gough Station,
prosecuted a private coach employed by the
residents of 21, Chamberlain Road for enter-
ing the servants' quarters at 38, Plantation
Road without the consent of Mr. D. R. Law.
The Inspector said that when he entered the
premises he found 15 or 20 men gambling.
They all escaped with the exception of defend-
ant. Fined \$5 or seven days imprisonment.

SHIPPING

ARRIVALS

ATHENIAN, British str., 3883, A. O. Cooper, 13th June—Vancouver 14th May, Shanghai 9th June, P. & O. S. N. Co.
 HONGKONG, Japanese str., 3388, S. Ishikawa, 13th June—Singapore 7th June, General.
 DEITA, British str., 4743, C. L. Daniel, 13th June—Bamley 20th May, Singapore 9th June, P. & O. S. N. Co.
 HARKWILL, British str., 4229, Jackson, 12th June—Kobe 6th June, General—Sunder, Wierler & Co.
 HOLYHEAD, German str., 285, A. Niejahr, 13th June—Haiphong 9th June, Hainow 12th June, General.
 JOHNNIE, Japanese str., 1244, K. Okura, 12th June—Nagasaki 6th June, General.
 Otsuka Shosen Kaisha.
 LONSON, German str., 1920, G. Schultze, 13th June—Bangkok 3rd June, Riss—Butterfield & Swire.
 MAIDZURU MARU, Japanese str., 1888, J. A. Merila, 12th June—Amoy and Swatow 11th June, General.
 MACDUFF, British str., 1882, J. B. Muir, 13th June—Liverpool via Singapore 29th April, General.
 MARSHALL, British str., 3000, H. C. Morris, 13th June—London and ports 31st May, General—Sunder, Wierler & Co.
 NIKKO MARU, Japanese str., 3434, E. W. Haswell, 13th June—Nagasaki 9th June, General.
 NIPPON Yusen Kaisha.
 SIKH, British str., 3216, W. Atkinson, 13th June—Shanghai 9th June, Ten & Carion.
 SKULL, Norwegian str., 247, Alaf Odell, 13th June—Hongkong 10th June, Canal—Angard, Thorson & Co.
 TALENA, British str., 2209, Starkey, 13th June—Pulo Hahan and Singapore 7th June, Oil—Arnold, Karberg & Co.
 TAIWAN, Dutch str., 2441, A. Papeler, 13th June—Macao 5th June, General.
 China-Japan Line.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
 June 13th.
 Acon, British str., for Sydney.
 Liangchow, British str., for Shanghai.
 Macduff, British str., for Shanghai.
 Harkwill, British str., for Bangkok.
 Maidzuru Maru, Japanese str., for Swatow.

DEPARTURES

June 12th.
 EARL OF GARRICK, British str., for Newcastle.
 WINGANG, British str., for Shanghai.
 June 13th.
 AMOY, German str., for Haiphong.
 KUMANO MARU, Japanese str., for Yokohama.
 TAIWAN, British str., for Shanghai.
 TAMBA MARU, Japanese str., for London.

SHIPPING REPORTS

The British str. Macduff reports fine weather throughout.
 The British str. Sikh reports anchored on the 9th inst., 7.30 p.m., towing in fog. Cleared next morning. Weather fine but hazy, with fresh S.W. wind.

VESSELS IN DOCK

June 13th.
 AMERICAN DOCK—Sunder.
 KOWLOON DOCK—Liong, Ato, H.M.S. Fame, Ophale, Greenock, Triumph, Hongkong.
 COSYOPOLITAN DOCK—Pabla.

VESSELS ON THE BERTH

THE EAST ASIATIC CO. LTD.
 COPENHAGEN

NOTICE

STEAM FOR COPENHAGEN AND BALTIC PORTS
 THE Steamship
 "CAMBODIA"
 Ready to load on or about the 12th June.
 S.S. "NORDKAP"
 Ready to load on or about the 12th June.
 For Freight, apply to
 THE EAST ASIATIC CO. LTD.
 Agents.
 Hongkong, 25th May, 1906. [1141]

POSTPONEMENT

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW
 THE Company's Steamship
 "HAICHUNG"
 Captain A. E. Hodgins, will be despatched for the above ports TO-DAY, the 14th inst., at 1 p.m., instead of as previously advertised.
 For Freight or Passage, apply to
 DOUGLAS LARPAIK & CO., General Managers.
 Hongkong, 12th June, 1906. [1249]

FOR SINGAPORE & CALCUTTA

THE Steamship
 "LOMBARD"
 will be despatched for the above ports TO-DAY, the 14th inst., at Noon.
 For Freight and further particulars apply to
 SHEWAN, TOMES & CO., Agents.
 Hongkong, 11th June, 1906. [1257]

STEAM TO SINGAPORE AND CALCUTTA DIRECT

THE British Steamship
 "HARKWILL"
 will leave for the above ports TO-DAY the 14th inst., at Noon.
 For Freight, apply to
 SANDER, WIELER & CO., Agents.
 Hongkong, 8th June, 1906. [1234]

BROCKLEBANK LINE TO THE FAR EAST

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.
 THE British Steamship
 "MARVARI"
 will leave for the above ports TO-MORROW, 15th inst., at Noon.
 For Freight, apply to
 SANDER, WIELER & CO., Agents.
 Hongkong, 8th June, 1906. [1235]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL.	DONGOLA	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	PAWANE	Brit. str.	—	A. F. Street	GIBB, LIVINGSTON & CO.	About 20th inst.
LONDON & ANTWERP	DELMOND	Brit. str.	—	Henderson	BUTTERFIELD & SWIRE	About 19th inst.
LONDON, AMSTERDAM & ANTWERP	DELMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
LONDON, AMSTERDAM & ANTWERP	PINGSUET	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	On 20th inst., at 1 p.m.
MARSEILLES, &c., via PORTS OF CALL.	OCEANIAN	Ger. str.	—	Court	MELCHERS & CO.	On 20th inst., at Noon.
BREMEN, via PORTS OF CALL.	PREUSSEN	Ger. str.	k.w.	R. Meyer	HAMBURG-AMERIKA LINE	On 20th inst.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINE	On 25th inst.
HAVRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schuelke	HAMBURG-AMERIKA LINE	On 25th inst.
HAVRE & HAMBURG via STRAITS, &c.	RHENANIA	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINE	On 25th inst.
HAVRE & HAMBURG via STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 25th inst.
HAVRE & HAMBURG via STRAITS, &c.	ALESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 25th inst.
HAVRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 25th inst.
COPIENHAGEN & BALTIC PORTS	CAMBODIA	Dan. str.	—	—	SANDER, WIELER & CO.	On 3rd July.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Brit. str.	—	Tamnovich	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	HYSON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
TRIESTE, &c., via SINGAPORE, &c.	PATROCLUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK via PORTS & SUEZ CANAL	SEH	Brit. str.	—	Wilkes	JARDINE, MATHESON & CO.	About 14th inst.
NEW YORK via PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—	—	SHEWAN, TOMES & CO.	About 30th inst.
NEW YORK via PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 20th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	OANFA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	LEBA	Am. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
PORTLAND OREGON via SHANGHAI, &c.	NICOMEDIA	Ger. str.	—	G. Y. Williams	PORTLAND & ASTORIA S.S. CO.	On 16th inst., Daylight.
AUSTRALIAN PORTS via MANILA	APPALACHEE	Ger. str.	—	Woltemas	SHEWAN, TOMES & CO.	On 26th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & CO.	On 27th inst.
AUSTRALIAN PORTS via MANILA	CHINGHAI	Brit. str.	1 m.	McArthur	BUTTERFIELD & SWIRE	On 27th inst.
AUSTRALIAN PORTS via MANILA	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	GIBB, LIVINGSTON & CO.	On 20th inst., at Noon.
YOKOHAMA via SHANGHAI, MOBI & KOBE	DAIJI MARU	Jap. str.	—	K. Okura	P. & O. S. N. Co.	About 23rd inst.
KOBE DIRECT	TAIPAN	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	To-morrow, at Daylight.
JAPAN via SHANGHAI	KWANGSANG	Brit. str.	1 m.	J. T. Laing	BUTTERFIELD & SWIRE	On 22nd inst.
WEIHAIWEI, CHEFOO & TIENTSIN	TAISHAN	Brit. str.	—	C. L. Daniel	OSAKA SHOSHUN KAISHA	To-day, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	DELTA	Brit. str.	—	—	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, KOBE & YOKOHAMA	MAHARAJA	Brit. str.	—	Sander, Wierler & Co.	JARDINE, MATHESON & CO.	To-morrow, P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—	T. Nemoto	OSAKA SHOSHUN KAISHA	On 15th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	SEYDLITZ	Jap. str.	—	T. Ohta	OSAKA SHOSHUN KAISHA	On 19th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JOSHIN MARU	Jap. str.	—	S. Tagami	OSAKA SHOSHUN KAISHA	On 20th inst.
TAMUI via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	Mocho	OSAKA SHOSHUN KAISHA	On 17th inst., at 10 A.M.
AMOI via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.
AMOI, MANILA, CEBU & ILOILO	SUNGKIANG	Brit. str.	—	A. E. Hodgins	DOUGLAS LARPAIK & CO.	To-day, at 1 P.M.
SWATOW, AMOY & FOCHOW	HAICHUNG	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOY & SHANGHAI	KUANGANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	On 16th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 19th inst.
MANILA	TEAN	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
MANILA	RUEI	Brit. str.	—	F. Simbl	SHEWAN, TOMES & CO.	On 21st inst.
CEBU & ILOILO	KATONG	Brit. str.	—	J. G. Spence	SANDER, WIELER & CO.	To-morrow, at Noon.
KUDAT & SANDAKAN	LOMBARD	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-day, P.M.
SINGAPORE & CALCUTTA DIRECT	GARHWAR	Brit. str.	—	—	DAVID SASSON & CO., LTD.	On 16th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 21st inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	SCURANG	Brit. str.	—	—	—	—

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI & INLAND PORTS
 SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.
 STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT
 "NICOMEDIA" 4,370 G. Meisner June 16th, 1906.
 "NUMANTIA" 4,370 Feldman July 14th, 1906.
 Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to
 S. SILVERSTONE, Acting General Agent.
 Hongkong, 12th June, 1906. [113]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 14th June	Freight and Passage.
LONDON &c., via USUAL PORTS OF CALL.	DONGOLA	Noon, 16th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, SAID, COLOMBO and PORT.	PALAWAN	About 20th June	Freight and Passage.
YOKOHAMA via SHANGHAI, SAIDINIA, MOJI and KOBE	C. C. Talbot, R.N.R.	About 23rd June	Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 12th June, 1906. [11]

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 18th June, Noon.
RUBI	2540	R. Almond	Manila	On 23rd June, Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 4th June, 1906. [115]

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ANGLO SAXON"
 For freight and further information apply to
 SHEWAN TOMES & CO., GENERAL AGENTS
 Hongkong, 30th May, 1906. [119]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR
 MANILA "LOONGSANG" Friday, 15th June, 4 P.M.
 SHANGHAI "KWONGSANG" Saturday, 16th June, 4 P.M.
 SINGAPORE, PENANG & CALCUTTA "SUISAN" Thursday, 21st June, 3 P.M.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chetco, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., GENERAL MANAGERS.
 Hongkong, 9th June, 1906. [18]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE" Saving 3 to 7 days' Ocean Travel
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.
 PROPOSED SAILINGS (Subject to Alteration).
 LEAVE HONGKONG ARRIVE VANCOUVER
 "EMPERESS OF INDIA" 6,000 "WEDNESDAY, 20th June 11th July
 "ATHENIAN" 6,000 "WEDNESDAY, 27th June 18th July
 "EMPERESS OF JAPAN" 6,000 "WEDNESDAY, 11th July 1st Aug.
 "EMPERESS OF CHINA" 6,000 "WEDNESDAY, 18th July 11th Aug.
 "TARTAR" 4,425 "WEDNESDAY, 1st Aug. 22nd Aug.
 "TARTAR" 4,425 "WEDNESDAY, 8th Aug. 1st Sept.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, via St. Lawrence £60; via New York £82.
 Informants on Steamers? £40. " £42.
 R.M.S. "MONTEAGLE" "TAMAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pender Street and Praya, opposite Blake Pier.
 [6]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, BRISBANE, SYDNEY, ADELAIDE, PERTH, AUSTRALIA, SOUTH AFRICA, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.
 PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 "TRAMERS" DESTINATIONS SAILING DATES
 ANDALUSIA HAVRE, BREMEN and HAMBURG On 20th June Freight.
 ACILIA (Calling at Singapore, Penang and Colombo) On 25th June Freight.
 RHEINLANDE (Calling at Singapore, Penang and Colombo) On 4th July Freight & Passengers.
 SCHWARZBURG HAVRE and HAMBURG On 20th July Freight.
 ALESIA HAVRE and HAMBURG On 6th Aug. Freight.
 SPEZIA HAVRE and HAMBURG On 20th Aug. Freight.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midships. Lighted throughout by electricity. Daily qualified doctor and stewardess are carried.
 For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's BUILDING.
 [12]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA and MENADO.

THE Departure of the Steamship

"BORNEO"
 Captain F. Sembill, ready to load TO-DAY, the 14th inst., will leave TO-MORROW, the 15th inst., at Noon.
 For Freight or Passage, apply to
 NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
 Hongkong, 12th June, 1906. [5]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship
 "DONGOLA,"
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT via COLOMBO on SATURDAY, the 16th June, at Noon, taking passengers and cargo direct for the above ports connecting with the Co.'s Mails for BOMBAY.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 4th June, 1906. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"
 Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 16th inst., at Noon.
 For Freight, apply to
 DAVID SASSON & CO., LTD., Agents.
 Hongkong, 11th June, 1906. [1238]

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, BREITENBURG and BLACK SEA PORTS.

THE Steamship

"OCEANIAN,"
 Captain Corat, will be despatched for MARSEILLES on TUESDAY, the 26th June, at 1 P.M.
 This Steamer connects at Colombo with the Australian line to Sydney, bound for Melbourne via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports and for Australia will prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "TOURANE" 10th July.
 S.S. "TONKIN" 24th July.
 S.S. "ARMAND BEHIC" 7th Aug.
 S.S. "BENNET SIMONS" 21st Aug.
 S.S. "POLYNESIE" 4th Sept.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 13th June, 1906. [9]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.

THE Company's Steamship

"NIPPON"
 Captain Tamasovich, will be despatched as above on TUESDAY, the 3rd July.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO., Agents, Princes' Buildings.
 Hongkong, 8th June, 1906. [13]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays at 8.00 A.M.; Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st & 2nd Class, Single Ticket \$2, Return \$3.

1st Class, Single with Cabin \$3, Return \$5.

3rd Class, Single 50 cents, Return 80 cents.

Stowage 10 cents.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on this Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, 7th October, 1904. [21]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HUMBATA PORTS.
EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th June.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW and LIVERPOOL	"ORESTES"	On 28th June.
GLASGOW and LIVERPOOL	"OANFA"	On 5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	On 12th July.
GLASGOW and LIVERPOOL	"HOMER"	On 19th July.
FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"BRUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"OANFA"	On 7th July.
FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	On 13th July.

Hongkong, 24th May, 1906.

**BUTTERFIELD & SWIRE,
AGENTS.**

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"KIUKIANG"	On 14th June.
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 14th June.
MANILA, CEBU and ILOILO	"TEAN"	On 21st June.
SEWAIWEL, CHERPOO and TIENTSIN	"KAIPOH"	On 21st June.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th June.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

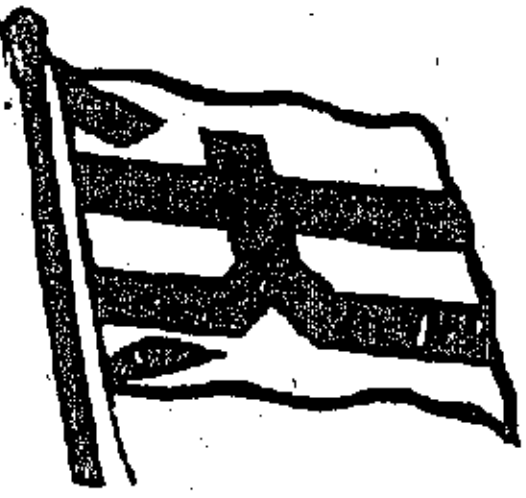
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE and RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 14th June, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
KOBE (DIRECT)	"DAIJIN MARU"	FRIDAY, 15th June, at DAYLIGHT.
TAMSUU VIA SWATOW AND AMOI	"K. OYRA"	SUNDAY, 17th June, at 10 A.M.
TAMSUU VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 24th June, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZU MARU"	THURSDAY, 14th June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	TUESDAY, 19th June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"TAISHAN"	THURSDAY, 14th June, at 10 A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.

Hongkong, 9th June, 1906.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,096	E. V. Roberts	On 27th July.
TREMONT	9,096	T. W. Garlick	On 22nd August.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

QUEEN'S BUILDING,
Hongkong, 25th April, 1906.

**DODWELL & CO., LIMITED,
GENERAL AGENTS.**

[7]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 27th July
ROON	WEDNESDAY 11th July
SEYDLITZ	WEDNESDAY 18th July
BAYERN	WEDNESDAY 1st August
PRINZ REGENT LUIPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August
SACHSEN	WEDNESDAY 12th September
PRINZ HEINRICH	WEDNESDAY 26th September
ROON	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 24th October

ON WEDNESDAY, the 20th day of JUNE, 1906, at Noon, the Steamship "PREUSSEN"
Captain R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave
this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th June. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 19th June, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 19th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

* Linen may be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class
TO NAPLES, GENOA AND GIBRALTAR 261 0 0 242 0 0 222 0 0
return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG 95 0 0 44 0 0 24 0 0
return 37 0 0 16 0 0 8 0 0

TO NEW YORK VIA SUEZ
via NAPLES, GENOA or GIBRALTAR 64 0 0 44 0 0 26 0 0
return 115 0 0 79 0 0 47 0 0

VIA BREMEN OR SOUTHAMPTON 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland the same RATES to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOF, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ WALDEMAR	TUESDAY, 26th June.
PRINZ SIGISMUND	TUESDAY, 24th July.
WILHELM	TUESDAY, 21st Aug.

ON TUESDAY, the 26th JUNE, at Noon, the Steamship "PRINZ WALDEMAR,"
Captain Woltemde, with Mails, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class
TO MANILA 850 0 0 820 0 0 800 0 0
return 380 0 0 350 0 0 320 0 0

TO NEW GUINEA 1285 0 0 1240 0 0 1200 0 0
return 540 0 0 510 0 0 480 0 0

TO BRISBANE 1230 0 0 1180 0 0 1130 0 0
return 530 0 0 500 0 0 470 0 0

TO MELBOURNE 1240 0 0 1190 0 0 1140 0 0
return 540 0 0 510 0 0 480 0 0

TO YOKOHAMA 850 0 0 820 0 0 800 0 0
return 380 0 0 350 0 0 320 0 0

TO KOBE 850 0 0 820 0 0 800 0 0
return 380 0 0 350 0 0 320 0 0

TO YOKOHAMA and back from KOBE
to HONGKONG \$1400 0 0 \$1000 0 0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237 0 0
TO EUROPE VIA AUSTRALIA AND AMERICA 36 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI, SEYDLITZ ... Wednesday, 20th June.
KOBE & YOKOHAMA ... Wednesday, 4th July.
SHANGHAI, NAGASAKI, BAYERN ... Wednesday, 4th July.
KOBE & YOKOHAMA ... Wednesday, 4th July.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton 1st Class 432 0 0
To Bremen 432 0 0
To Paris via Cherbourg 432 0 0
To Naples, Genoa via Gibraltar 65 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHERS & CO., AGENTS.

Hongkong, 9th June, 1906.

REGULAR
STEAMSHIP SERVICE TO NEW
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.
1906
"SIKH" ... 14th June.
"WEAY CASTLE" ... 23rd June.
"LOWTHER CASTLE" ... To follow.

For Freight and further information, apply to
DODWELL & CO., LD.
Agents.

Hongkong, 13th June, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIENTSIN, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AUSTRALIAN,"
Captain McArthur, will be despatched for the
above Ports on SATURDAY, the 30th inst., at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To ensure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th June, 1906.

[1218]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENLOMOND,"
Captain Henderson, will be despatched as above
on or about the 19th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th June, 1906.

[1230]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"APPALACHEE,"
will be despatched for the above Ports
on WEDNESDAY, the 20th of June.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 31st May, 1906.

[1184]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

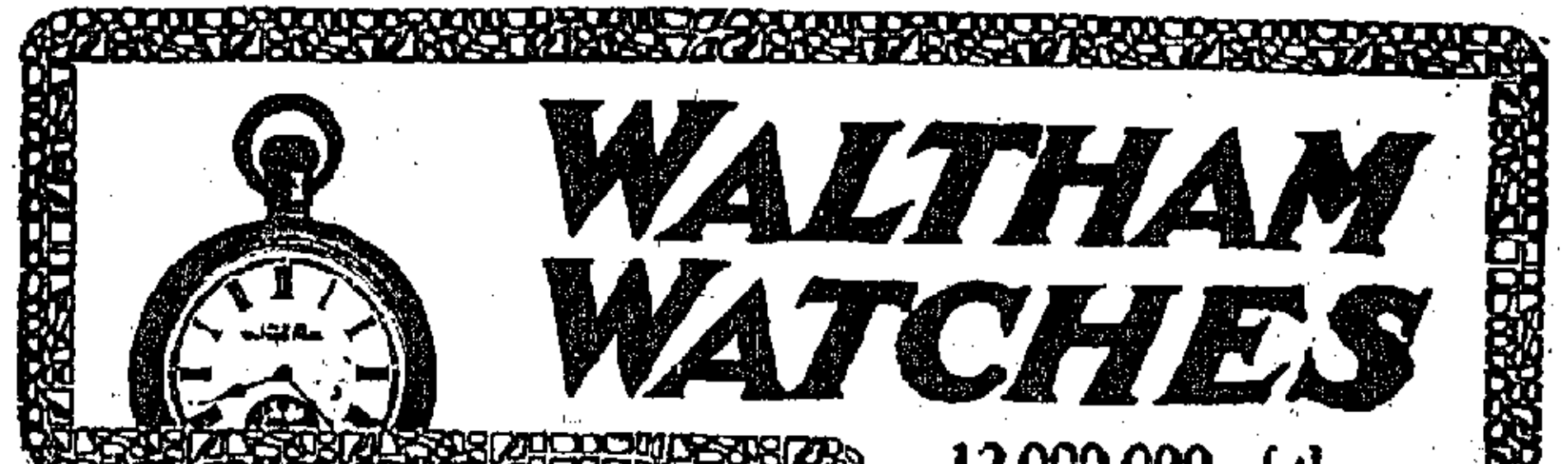
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRASAMHA,"
Captain Wilkes, will be despatched as above
on or about the 30th June, if sufficient induc-
ment is offered.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 1st June, 1906.

[1186]



12,000,000 of these
watches now in use.

All Waltham
watches are guaran-
teed by American
Waltham Watch
Co., the largest
watch movement
manufacturing
concern in the world.

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SHIPPING IN PORT.

STEAMERS.

ARON, British str., 2,200, Downer, 5th June—
Sydney 11th May, Coal—Messageries
Maritimes.

ALDERSHOT, British str., 1,554, W. W. Adam,
5th June—Saigon 1st June, Rice—Dod-
well & Co.

AMIRAL EXHIMANS, French str., 3,144, Gons,
1st June—from Taku—Messageries Mari-
times.

ANGHEIM, German str., 1,017, D. Reimers, 7th
June—Bangkok 1st June, Rice and Wood
—Butterfield & Swire.

APPALACHEE, British str., 2,426, A. Mills, 8th
June—Shanghai 5th June, Refined Petro-
leum—Standard Oil Co., Ltd.

ATLANTIS, American str., 960, Joquin P. Azco,
7th June—Saigon 2nd June, Rice—Order,
Bridley & Co.

BORNEO, German str., 1,344, F. Semblit, 5th
June—Saigon 31st May, General and
Timber—Melchers & Co.

CHITUNG, Chinese str., 1,777, Stewart, 7th
June—Shanghai 3rd June, General—
Chinese.

CLARA JENSEN, German str., 1,133, J. Iversen,
10th June—Bangkok 3rd June, Rice—
Jensen & Co.

DAGNY, Norwegian str., 883, O. Abrahamson,
2nd June—Bangkok 28th May, Rice.
Aagaard, Thorsen & Co.

EMPIRE OF INDIA, British str., 3,412, E.
Beetham, R.N.S., 12th June—Vancouver
21st May and Shanghai 9th June, Mail and
General—C. P. R. Co.

FALK, Norwegian str., 1,390, G. M. Gunderson,
1st June—Saigon 27th May, Rice—Sander,
Wieler & Co.

FUME, German str., 835, R. Wagner, 10th
June—Hong Kong 6th June, Coal—
Sander, Wieler & Co.

FRETHOF, Norwegian str., 891, H. H. Harald-
sen, 10th May—Wuhu and Chinkiang 14th
May, Rice and Groundnuts—Siemssen
& Co.

GRONDE, French str., 1,606, Aumera, 11th
June—Haiphong 8th June, Ballast—
Messageries Maritimes.

GONSALES, American str., 700, Barritt, 9th
June—Hilo 4th June, Ballast—Chinese.

GREENWICH, British str., 2,293, Cobb, 5th
June—Mororan 23rd May, Coal—Dodwell
& Co.

HAICHING, British str., 1,267, Hodgins, 12th
June—Foonchow 9th June, Amoy 16th and
Swatow 11th, General—Douglas Lapaik
& Co.

HAILIAN, French str., 377, L. Andersen, 6th
June—Pakhoi and Hanoi 5th June, Gen-
eral—A. R. Marty.

KALANJA, British str., 2,400, Walker, 20th
May—Moji 23rd May, Coal—Bradley & Co.

KARIN, Swedish str., 664, G. P. Peterson, 1st
May—Chinkiang 27th May, General.
Aagaard, Thorsen & Co.

KASHING, British str., 1,143, T. W. Pichard,
5th June—Touane 2nd June, Coal.
Butterfield & Swire.

KEEMUN, British str., 5,727, R. Conrad, 10th
June—Tacoma (U.S.A.) 10th May, Flour
Lumber and Salmon—Butterfield &
Swire.

KIANGCHOW, Chinese str., 1,222, J. Barneto,
8th June—Wuhu and Chinkiang 11th June,
General—Chinese.

KIUKIANG, British str., 1,224, W. O. Jones,
10th June—Shanghai and Swatow 9th June,
General—Butterfield & Swire.

KWANLOUK, Chinese str., 1,468, R. Lincoln,
11th June—Shanghai 8th June, General—
Chinese.

KWILIN, British str., 1,064, Brymer, 30th
May—Newchwang 21st May, General—
Butterfield & Swire.

KWONGSANG, British str., 1,428, W. P. Baker,
June—Shanghai 6th June and Swatow 10th
June, General—Jardine, Matheson & Co.

LOMBARD, British str., 2,240, Morris, 12th
June—Moji 5th June, General—Shewan,
Tomes & Co.

LIANGCHOW, British str., 1,214, H. Harder,
1st June—Chinkiang 28th May, General—
Butterfield & Swire.

LIGHTNING, British str., 2,122, J. G. Spence,
10th June—Calcutta via Straits 25th May,
General—David Sassoon & Co.

LINAN, British str., 1,352, C. C. Williams, 5th
June—Wuhu and Chinkiang 31st May,
Rice and Peanuts—Butterfield & Swire.

LISA, Swedish str., 1,377, H. Horndahl, 29th
May—Chinkiang 24th May, Rice—Sander,
Wieler & Co.

LOONGSANG, British str., 1,432, A. E. Sandrich,
11th June—Manila 8th June, General—
Jardine, Matheson & Co.

LOTHIAN, British str., 4,959, Williamson, 12th
June—New York and Singapore 6th June
General—Dodwell & Co.

MACHUW, German str., 908, R. Zoller, 10th
June—Bangkok via Swatow 31st May, Rice
and Wood—Butterfield & Swire.

MADELINE RICKERS, German str., 1,040, S.
Simonsen, 8th June—Bangkok 27th May,
Rice—Butterfield & Swire.

MANILA, British str., 1,108, J. Minson, 12th
June—Bangkok 5th June, Rice and Wood.
—Butterfield & Swire.

watches are guar-
anteed by American
Waltham Watch
Co., the largest
watch movement
manufacturing
concern in the world.

62-3

PROTECTOR, Danish str., 572, Silfverberg, 22nd
May—Singapore 15th May—Order.

QUINTA, German str., 387, F. Frhm, 1st
June, Swatow 31st May—Siemssen & Co.

SABINE, American, British str., 690, J. E.
Neubel, 11th June—Newchwang 3rd June,
General—Chinese.

SHAIJIKHAN, British str., 1,296, J. R. Scott,
8th June—Singapore 3rd June, General—
Chinese.

SPAREACH, German str., 900, Lombard, 10th
June—Hoboh 9th June, General—Jensen
& Co.

STANLEY DOLLAR, British str., 1,857, Cross,
30th May—Moji 24th May, Coal—Arnhold,
Kearney & Co.

SUNKIAN, British str., 987, J. Robinson, 9th
June—Hilo 4th June, Sugar—Butterfield
& Swire.

TINKOW, British str., 391, C. J. Kerr, 9th June
Saigon 5th June, General—Aravahd,
Karberg & Co.

TORRI, German str., 2,575, W. Ziegenmayer,
7th June—Moji 2nd June, Coal—Jensen
& Co.

TRIERHOF, German str., 769, A. Hansen, 11th
June—Haiphong via Hanoi 8th June,
General—Jensen & Co.

TUDA, Norwegian str., 578, Spjanger, 30th
May—Hankow 23rd May, 1/2 Iron—
Chinese.

TUNGSHING, British str., 1,172, Stalker, 20th
May—Chinkiang 25th May, General—
Jardine, Matheson & Co.

TWICKENHAM, British str., 2,736, J. E. Parker,
2nd May—Kuchino 15th May, Coal—
Dodwell & Co.

VICTORIA, Swedish str., 1,200, Hillberg, 29th
May—Wakatsuki 23rd May, Coal—
Aagaard, Thorsen & Co.

YANGMOO, Korean str., 2,456, N. Naugsten,
7th June—Kuchino 2nd June, Coal—
Mitsui Bussan Kaisha.

ZAIDA, British str., 3,293, A. Rait, R.N.R.,
11th June—Straits 6th June, General—
Jardine, Matheson & Co.

ZAFER, British str., 1,518, B. Rodger, 11th
June—Manila 8th June, General—Shewan,
Tomes & Co.

